

# BERLIN'S PEACE MOVES TO BE LUSITANIA

Terms of Settlement, Without Disavowal, Said to Be Agreed On.

## KAISER PLANS MOVE IN SPRING, 'TIS SAID

CHICAGO, Feb. 2 (Wednesday). 2 A. M. —The Tribune this morning prints the following under a Washington date line: Germany will not make a specific disavowal of the sinking of the Lusitania without warning, principally because President Wilson has not asked Germany to give a specific disavowal. Germany will avoid the killing of the 115 American citizens, who went down on the Lusitania, principally because the President has not asked Germany to give a specific disavowal. The word disavowal does not appear in the memorandum of settlement, which was framed by Count von Bernstorff, the German ambassador, and approved by President Wilson before its transmission to Berlin for the action of the German Government.

The settlement, however, is regarded by American officials as a "disavowal" and when effect will be proclaimed by the Democratic leaders as a diplomatic victory won by President Wilson before his transatlantic journey.

Germany, it is learned, has decided to yield to the modified proposal of settlement made by the President for two reasons.

First—The Berlin officials are convinced the American Administration deems an apology by Germany in the Lusitania case imperative necessary to the successful prosecution of the campaign for the renomination and reelection of the President, and therefore might not hesitate to sever diplomatic relations with Germany.

Second—Germany believes settlement of the Lusitania controversy on the President's terms will go far toward swinging sentiment in America in favor of peace, and promoting an early conclusion of peace, which some German officials predict will occur within three months after the American election.

The principal features of the memorandum of settlement in the Lusitania dispute are:

Germany will acknowledge the sinking of the Lusitania as a reprisal, recognized as legitimate by international law, upon Great Britain in retaliation for the illegal and inhuman seizure of American ships and cargoes. Germany was shocked by the fact that this reprisal cost the lives of innocent American citizens, and deeply regrets the catastrophe.

Germany recognizes that while the sinking of a British vessel was a legitimate reprisal, the result and sacrifice of lives of neutrals was an illegal and unjustifiable act.

Germany, out of friendship for the United States, abandoned this form of reprisal and gave its pledge that henceforth all American ships and cargoes should be safe from attack without provision for their safety.

Germany, realizing that the killing of 115 American citizens on the Lusitania was a heinous crime, and recommends that the amount of the compensation be fixed by further negotiation.

The foregoing information was obtained from a high official of the Administration who has been thoroughly conversant with the secret negotiations in the Lusitania case.

Moreover, this authority is aware of the contents of the secret advice cable to the House, the President's special message from Berlin, and the memorandum of settlement as modified by the President is satisfactory to the German Government and will be officially approved before the President's departure for transmission to Secretary Lansing.

The information concerning Germany's motives in agreeing to the settlement has been obtained in official dispatches from Berlin.

Germany, it appears, is maneuvering to bring the peace proposition to the fore before the election, and is not overlooking any opportunity to promote this movement.

Germany, it is learned, is preparing to put forth another "peace" proposal, which will indicate that it is willing to come to terms considerably more moderate than those hitherto put forth from Berlin.

These proposals from a German standpoint, as presented to the Tribune correspondent today by a person familiar with the situation in Europe, follow:

Restoration of Belgium without the execution of a war indemnity or other conditions, as originally suggested by Germany.

Restoration of northern France without the execution of a war indemnity or other conditions, as originally suggested by Germany.

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# APPAM, SLOW, TOOK SAFE COURSE ACROSS

Made 3,050 Miles in 17 Days and Avoided Steamship Lanes.

The Appam made less speed on her cruise from the Canary Islands than she did before being captured. Her normal average is apparently about 10 knots and she made only 7 1/2 on her run over unfrequented lanes, from the Canaries to Norfolk.

Perhaps this may be accounted for on the ground that she was seeking other British vessels to destroy, or it may be that the Britons in her stockhold and engine room were not ambitious to make speed.

From French colony of Senegal, at the point of Cape Verde, she covered the distance in four days, or at the rate of about 10 knots, it is known. The distance from the Canaries to Norfolk is about 3,050 miles, and the Appam covered it in seventeen days.

The German lieutenant in charge of the Appam doubts that a navigator of exceptional ability and he knew, after a study of his chart of the north Atlantic, that the probability of encountering any sort of steam craft was small.

It is probable that he crossed the westbound route for low powered steamships, and, knowing that the Appam would be little probability of meeting anything, he went on at his limit of about 7 knots.

He did not have to do much dodging, as the course he took is pretty lonesome. It is miles below the lane of transatlantic steamships, those bound for Europe from the Mediterranean, and he never was in any real danger of capture until he got within a few days of the United States.

He may have passed some sailing vessels bound for the equator; but it is improbable that he encountered any steamships. He could not have detected a safer course to the coast of Virginia.

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# U. S. WILL INTERN APPAM, S REPORT

Fate of Prinz Eitel to Be Hers, Washington View—Long Tangle Seen.

BRITAIN TO PRESS CLAIM

WASHINGTON, Feb. 1.—Whether the United States Government decides to intern the British ship Appam or to release her and turn her over to her British owners, officials of the State Department are anticipating trouble.

Whichever way the decision goes it is realized that a warm diplomatic dispute is in prospect either with Great Britain or Germany.

The indications at present are that the vessel will be interned, although officials are careful to say that such predictions are subject to modification in the light of material information yet to be received.

If the United States decides to intern her it will be either on the ground that the Appam, since her capture, has been converted into a German naval auxiliary or on the ground that she is a prize of war.

Should the United States grant the privileges of internment Great Britain will sharply protest. Although the British Embassy officials have received no instructions from London they will demand that the vessel be located in accordance with Article XXI of the Hague Convention.

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# THREATEN TO SCRAP THE MARITOR PLAYS

Bethlehem and Midvale Men Say Federal Scheme Would Ruin Their Investments.

DANIELS, STILL DEFIANT

WASHINGTON, Feb. 1.—Secretary Daniels stated to the members of the Senate Committee on Naval Affairs to-day that in his opinion there is a combination among manufacturers of armor plate and that competition in bidding has been destroyed.

Secretary Daniels intimated that the Government would not be put to the necessity of building a plant to make armor; that a private manufacturer had made an informal proposal to sell to the Navy Department his plant. The informal proposal was not yet disclosed. Secretary Daniels said frankly that he would advocate buying rather than building.

Secretary Daniels was brought to a close today and a vote will be taken on the bill at the next meeting of the committee on Tuesday to authorize a Government armor plate plant at a maximum cost of \$10,000,000.

Just before the day's session was brought to a close the two private armor plate plants, Bethlehem and Midvale, submitted prices at which they agreed to furnish the armor required to carry out the Navy Department's building program.

The Bethlehem offered to furnish one-third or more of the amount required according to estimates of navy experts—\$25,000,000—on the basis of a 10-year contract, which it estimated to be \$5,000,000 annually, covering the period from 1916 to 1925.

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